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On 1 January 1970 FRESNO was continuing an RAV with the National Steel and Shipbuilding Company for repair work on the main engine control system and bow thruster. The RAV ended 17 January with all repairs being satisfactorily tested. An assist Administrative Inspection was conducted by COMPHIBRON THREE on 16 January. On 22 January ammunition was loaded at NAVORDSTA Seal Beach in preparation for structural firing tests of the ship's 3/50 caliber rapid fire guns on 23 January. Testing of the ship's systems, gathering of statistical data and practice of battle problems was conducted during operations in the San Diego area from 23-30 January. On 30 January the ship returned to San Diego for an upkeep period lasting until 2 March. Short underway periods were conducted for specific exercises and tests on equipment being repaired. During this period the ship also received a technical training availability with the Development and Training Center, San Diego.

On 2 March FRESNO "chopped" to COMTRAPAC to begin shakedown training, lasting until 27 March. The training included exercises in gunnery, tactical maneuvering, transfer at sea, re-arming, communications drills, and engineering and damage control drills. FRESNO "chopped" to COMPHIBPAC on 27 March.

A casualty to the bow ramp during bow ramp handling exercises on 30 March forced an availability period lasting until 17 April. From 21-24 April final contract trials were conducted and completed.

On 4 March Amphibious Shakedown Training began, and concluded on 27 May.

From 1 June to 6 June FRESNO participated in operation MEBLEX 1-70. Load out for the exercise covered five days and included: four 3 X 15 pontoon causeway sections, Battery "A" Second LAAM Battalion, and 18 LVTP-5's of Company A Third Amtrac Battalion. Underway launching of the LVTP-5's was conducted twice during the exercise on 3 and 5 June. At the conclusion of MEBLEX 1-70 the ship proceeded to Long Beach for a post shakedown availability, commencing 8 June. The ship remained at the Long Beach Naval Shipyard until 27 July and then returned to San Diego. On 1 August the ship got underway for Pearl Harbor arriving on 6 August. Pre-deployment briefs were attended by the ship's officers and needed repairs were accomplished. FRESNO departed Pearl Harbor on 8 August in company with the USS JUNEAU, USS ALAMO and USS ST. LOUIS under the command of COMPHIBRON ELEVEN. The ships arrived in DaNang on 22 August. FRESNO completed loading and fueling at DaNang and departed on 23 August steaming independently enroute to Buckner Bay, Okinawa. On 26 August FRESNO arrived in Buckner Bay to load troop baggage and departed on 28 August to join CTG 76.3.

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A course change in Typhoon Billie forced CTG 76.3 and FRESNO back into Buckner Bay. On 29 August FRESNO departed Buckner Bay for return to CONUS. On 3 September FRESNO chopped to COMFIRSTFLT to become a unit of TU 16.9.5. Upon arrival in San Diego the ship unloaded cargo and troops and began an upkeep period.

From 21-23 September the ship received an ADMINISTRATIVE/MATERIAL/PRE-DEPLOYMENT inspection by COMPHIBRON THREE. Drills and exercises were carried out in the local area. On 2 October an Operational Readiness Inspection was conducted by COMPHIBRON THREE. FRESNO received a COMPHIBPAC communications assist visit on 6 October. A small ARINS security inspection was conducted by COMPHIBRON THREE Staff Combat Cargo Officer on 8 October. One hoist wire sheave broke loose from the bulkhead in the bow ramp machinery room rendering the ramp inoperable.

On 12 October FRESNO entered dry dock for repairs to the port shaft stern tube seal, shaft shoudings and sea suction gratings as well as modifications to the sand trap sea chests. The ship left dry dock on 28 October.

FRESNO completed the restricted availability for repairs on 1 November and departed for Pearl Harbor with other units of PHIBRON THREE on 2 November.

Enroute all units participated in CONVEN 4-79. On 5 November FRESNO suffered two main propulsion casualties. Noises were discovered in the starboard shaft reduction gear and number 1C cylinder head. The reduction gear was placed back in operation after a thorough inspection but was being used only with reduced RPM. The cracked cylinder head was replaced on 6 November, however, a turbo charger casualty occurred shortly after placing the engine back on the line. FRESNO arrived in Pearl Harbor on 8 November and started a restricted availability until completion of repairs on the main engines and starboard reduction gear. Pre-deployment briefings were attended on 9 November at CINCPACFLT Headquarters.

The RAV was completed on 15 November, and the ship got underway for Okinawa. On 19 November the rubber blocks in the flex couplings were found to be deteriorated. Utilizing salvageable blocks from all three engines the couplings on 1-Band 1C engines were reassembled and tested. On 19 November FRESNO was diverted to Guam for repairs. Upon arrival at Guam the ship began a restricted availability at SRF Guam. Sea trials were conducted unsuccessfully on 19 December. On 24 December sea trials were successfully conducted. The ship continued the restricted availability through 31 December.

3. (C) Enclosure (4) contains detailed information on FRESNO's Operations during Operation KEYSTONE ROBIN (ALPHA).

  
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1 January 1971 came with FRESNO moored in Apra Harbor, Guam, one of the Mariana Islands in the West Pacific.

From 1 January through 28 January FRESNO continued in a repair availability at the Ship Repair Facility in Guam. Repairs were being effected to the number one ship's service generator.

On 28 January all repairs were completed and satisfactory tests were conducted. The next day, 29 January, FRESNO departed Guam and proceeded to Subic Bay, Philippines. On 30 January FRESNO was directed to rendezvous with and escort VNNS LAM GIANG (LSM-402) to Guam. Rendezvous was effected on the night of 30 January and FRESNO proceeded toward Guam with VNNS LAM GIANG (LSM-402) in company.

FRESNO was relieved by USS TAKELMA (AFT-113) on the night of 1 February and again proceeded enroute Subic Bay. On 3 February orders were received to join Task Group 76.4 in the South China Sea. FRESNO passed through the San Bernardino Strait in the Central Philippine Islands on 4 February and entered the South China Sea the following morning. On 7 February FRESNO joined TG 76.4 and steamed in her assigned operating area. From 7 February until 27 February FRESNO was operating as directed by Commander Task Group 76.4.

On 13 February FRESNO conducted a VERTREP with the USS MARS (AFS-1) and a boat transfer with USS WESTCHESTER COUNTY (LST-1167). On 15 February FRESNO refueled from the USS MISPELLION (AO-105) and on 21 February conducted another VERTREP, this time with the USS CAMDEN (AOE-2). On 25 February FRESNO conducted a rendezvous with the USS JUNEAU (LPD-10) and received mail, freight and personnel destined for various units of TG 76.4. These items were transferred to TG 76.4 units on 26 February. On 27 February FRESNO detached from TG 76.4 and proceeded to DaNang, Vietnam, arriving the same day. 12.7 tons of ammunition were loaded aboard for transfer to the USS RANGER (CVA-61). On completion of loading FRESNO got underway to rendezvous with the USS RANGER on 28 February. On 28 February FRESNO transferred ammunition to the USS RANGER using two helicopters from HMM 165. Upon completion of the ammunition transfer FRESNO rejoined TG 76.4.

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On 3 March 1971 11 LVT's from the USS WESTCHESTER COUNTY were transferred to FRESNO. Both ships were anchored in the Gulf of Tonkin while the transfer was in progress. On 10 March FRESNO arrived at Whitebeach, Buckner Bay, Okinawa. The LVT's previously taken aboard from the USS WESTCHESTER COUNTY were off-loaded at Oraman and Kin Red, Okinawa on 11 March. The same day FRESNO moored at Kin Red LST ramp and commenced loading marines aboard. A casualty was suffered to the sterngate rendering it unusable. FRESNO remained moored overnight and was underway from Kin Red ramp enroute Subic Bay, Phillipines, on 12 March.

The ship arrived in Subic Bay on 14 March, off-loaded marines and their vehicles to the Tower MAU Camp, and began a repair availability at the SRF (Ship Repair Facility) in Subic Bay. FRESNO continued the repair availability in Subic Bay until 25 March. On 24 March elements of the 31st MAU and UDT-12 DET ECHO were backloaded aboard. On 25 March FRESNO was underway enroute Manila Harbor to begin participation in SEATO exercise SUBOK (PX-43). FRESNO remained anchored in Manila Harbor until 29 March when she was underway along with units of TF 471 in accordance with BAGYO 71. As part of the exercise an anti-aircraft and surface gunshoot was conducted on 30 March. On completion of the gunshoots FRESNO returned to Subic Bay and conducted LVT launch and recovery training. On 1 April FRESNO was underway operating as a unit of TF 471 participating in exercise SUBOK. Later, on 1 April, FRESNO anchored in Manila Bay and conducted an antiswimmer exercise overnight in accordance with BAGYO 71. On 2 April FRESNO detached from TF 471 to proceed to Subic Bay. Upon arrival in Subic, FRESNO off-loaded LVT's and marines and commenced a repair availability for work on number 3 ship service generator. On 3 April the number 3 ship service diesel generator end was removed from the ship by SRF Subic Bay and FRESNO was again underway to rejoin Task Force 471 and continue participation in Exercise SUBOK (PX-43). On 5 April FRESNO anchored in the Lingayen Gulf, Philippines and participated in the combined Amphibious Ship to Shore movement acting as Secondary Control Ship after first conducting advance force operations around the landing point. FRESNO remained anchored near the landing sight in the Lingayen Gulf and helped support the troops on the beach-head until 9 April when FRESNO returned to Subic Bay to continue repairs to number 3 ship service generator. SEATO Exercise SUBOK (PX-43) was completed on 9 April. Repairs to number 3 ship service diesel generator were completed on 11 April. All tests on the generator proved satisfactory. Marines and LVT's were backloaded aboard.

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On 11 April FRESNO was underway enroute to Hong Kong Harbor. FRESNO continued the port visit until 17 April when the ship was underway for Subic Bay, Philippines. On 19 April FRESNO arrived in Subic Bay and offloaded all troops and LVT's. Turnover was conducted with USS PEORIA (LST-1183) on 20 April. FRESNO proceeded to DaNang, Republic of Vietnam, on 21 and 22 April, in company with USS CLEVELAND (LPD-7), arriving on 23 April. FRESNO loaded cargo as part of Operation KEYSTONE ROBIN (CHARLIE) and departed DaNang on the night of 23 April enroute Yokosuka, Japan. FRESNO arrived in Yokosuka, Japan, on 29 April. Four sections of pontoon causeway were loaded by crane on 29 April.

On 3 May FRESNO was underway from Yokosuka, Japan, enroute San Diego, California, USA. Crossing the 160th meridian, FRESNO "chopped" to Commander First Fleet on 6 May. FRESNO arrived in San Diego 14 May.

FRESNO began a leave and upkeep period lasting until 21 June. The Annual Supply Inspection was conducted 9-11 June by the Commander Amphibious Forces Pacific Fleet ASI (Annual Supply Inspection) Team. FRESNO commenced a restricted availability for repairs with SUPSHIPS ELEVEN on 21 June. All ammunition was off-loaded on 22 and 23 June, fuel was off-loaded 24 and 25 June, and all MOGAS was off-loaded 1 July. The ship got underway on 26 July for local operations. Engineering tests and anti-aircraft tracking drills were conducted on 26 July. The ship operated on the measured mile on 27 July to calibrate the Pitometer Log and continue engineering tests. A minor fire occurred in the ship's laundry on 27 July due to the spontaneous combustion of lint in the dryer. Damage was limited to the dryer and contents. Boat exercises were conducted in Coronado Roads on 28 July. FRESNO loaded ammunition at NWS Seal Beach on 29 July. Twelve civilian guests from the city of Fresno, California, were embarked for a guest cruise to San Francisco, California. FRESNO got underway for San Francisco on the afternoon of 29 July and arrived on 30 July. FRESNO visited San Francisco from 30 July to 3 August. Visitors from the city of Fresno were toured on board. On 4 August the ship got underway enroute San Diego, and arrived on the afternoon of 5 August for upkeep. FRESNO remained in upkeep status in San Diego until 20 August. The ship's 3-M system was inspected on 10 and 11 August by the Commander Amphibious Forces Pacific Fleet 3-M Team. FRESNO continued in an upkeep period in San Diego until 14 August. A Dependents' Cruise was conducted on 14 August with 149 dependents and guests participating. FRESNO loaded cargo at Naval Supply Center, San Diego on 19 August and was underway enroute Pearl Harbor on 20 August. On 25 August FRESNO arrived at Pearl Harbor and discharged cargo.

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Units of BLT 1/3 were loaded. An elementary surface gunnery exercise (Z-27-G) was conducted in the Hawaiian operation areas prior to entering Pearl Harbor. On 28 August FRESNO got underway enroute San Diego in company with USS MONTICELLO (LSD-35). During transit numerous intership exercises were conducted. FRESNO arrived in San Diego on the morning of 3 September. FRESNO successfully participated in operation ROPEVAL 3-71 from 7 September until 17 September and returned to San Diego on 17 September.

On 18 September CDR. P. C. MATTHEWS, Jr., relieved CDR. A. J. DILLON as Commanding Officer, USS FRESNO (LST-1182). On 21 and 22 September FRESNO was underway in the Southern California operating areas. A Z-27-G surface gunnery exercise and other shipboard exercises were conducted. FRESNO continued in upkeep until 11 October. On 7 October FRESNO commenced embarkation for PHIBEX 1-71. Embarkation for PHIBEX 1-71 was completed on 12 October and FRESNO departed San Diego for the assigned operating areas off San Clemente Island. Enroute to the operating areas FRESNO conducted burial at sea ceremonies.

Seal and UDT insertions by boat and helicopter were conducted on 12 October. FRESNO operated under a constant PT/PG boat attack threat throughout the exercise. USS GRAND RAPIDS (PG-98) screened FRESNO on the morning of 13 October. On the afternoon of 13 October, HMS BLAKE (C-99) joined the exercise for anti-PT/PG training. FRESNO cooperated with HMS BLAKE, maintaining a SSSC type plot to aid in anti-PT defense. The exercise was completed with insertion and retrieval of a seal demolition party from USS DOUGLAS (PG-100) and a UDT mine clearnace operation on 14 October. On completion of the exercise FRESNO fueled USS DOUGLAS and returned to San Diego. Throughout the exercise, FRESNO maintained the communications guard for the supporting PG Units. TECHREPs from NAVSECSDIEGODIV and various manufacturers representatives were embarked to conduct tests on the main engine clutches during the exercise. On return to San Diego, FRESNO began an upkeep period. From 18-22 October FRESNO participated as school ship for FIT NASSCO Bow Ramp and Main Propulsion System training. On 19 October members of the National City Chamber of Commerce toured the FRESNO. FRESNO continued in an upkeep period through 25 October. On 26 October FRESNO was underway for local operations, anti-air tracking drills, and small arms familiarization exercises. On 28 October the ship provided boat control services for PHIBSCHD while anchored off the Silver Strand near Coronado.

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The ship also conducted a Z-21-S Vertical Replenishment exercise with an HC-3 helicopter providing services. On 29 October engineers from SUPSHIPS 11 came aboard to conduct vibration tests on number 1 ships service diesel generator. Shiphandling, engineering casualty, and aftersteering drills were conducted throughout the underway period. After returning to San Diego FRESNO continued in an upkeep period with a DATC availability beginning on 1 November.

On 16 and 17 November the Command Inspection was satisfactorily conducted by COMPHIBRON THREE. During the week of 13-19 November, FRESNO hosted and provided tours for the Boy Scouts of America, LFTC Mobile Training Team students, six Naval Reserve Officers, and COMFIRSTFLEET Civilian Indoctrination Visitors. On 20 and 21 November FRESNO served as host ship for the USS PEORIA (LST-1183) and USS FREDERICK (LST-1184) on their return from WESTPAC. The Command Personnel Inspection was satisfactorily conducted by COMPHIBRON THREE on 24 November.

FRESNO concluded the upkeep and DATC availability on 28 November. On 29 November, the ship was underway with COMPHIBRON THREE embarked to observe FRESNO's Junior Officer Shiphandling Competition nominee, LT (b)(6) [REDACTED], USN. On 30 November and 1 December, FRESNO conducted amphibious boat control exercises in support of Schools Battalion and Third Amtrack Battalion 1st Marine Division, at Camp Pendleton, California. Eight members of the USMC SCAMP Team boarded the ship on 1 December for a two day X-ray sensor evaluation, with FRESNO providing a mobile long-range platform for these tests. On the night of 1 and 2 December, FRESNO conducted surface tracking and tactical maneuvering drills with the USS SAN BERNADINO (LST-1189). On 3 December, FRESNO conducted five Z-40-G shore bombardment exercises at San Clemente Island shore bombardment range. The highest score for NGFS qualification was 83. On 3 December the ship held a Z-52-D nuclear detonation exercise while enroute back to San Diego. FRESNO arrived in San Diego on 3 December and began upkeep and restricted availability period. On 20 December FRESNO hosted a Christmas party on board for dependents of the USS ANCHORAGE, (LSD-36), students of Balboa Elementary School, and the ship's own dependents.

Through 31 December FRESNO remained in an upkeep and restricted availability in San Diego.

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COMMAND HISTORY OF USS FRESNO (LST-1182) FOR 1972

The command of USS FRESNO (LST-1182) for the year rested with one individual, Commander Paul C. MATTHEWS, Jr.. He has commanded USS FRESNO from September, 1971, through 1972, and into early 1973. There were no changes to the command organization, homeport, or missions in 1972.

The history of the USS FRESNO (LST-1182) for the year 1972 can be broken into two periods. The first period consisted of major repairs, most of which stemmed from design and installation deficiencies. USS FRESNO conducted repairs on her main propulsion equipment which included realignment of two main engines from 1 January through 12 May 1972. During this period much other repair work of a minor nature was also accomplished.

FRESNO was in an upkeep status in San Diego through 1 May. During this period the ship played host to many varied groups desiring to tour the ship. Civilian youth groups, senior U.S. and foreign military officers, and a civilian guest of the State Department were among those visiting the FRESNO. On 2 May FRESNO got underway for her first at sea period of the year. This period was for engineering trials, and the ship returned later that same day after discovering that some problems previously experienced to be still uncorrected. By 12 May repairs were complete to all main engines and FRESNO successfully conducted sea trials.

The majority of repairs were completed by 7 July with the ending of a rescheduled availability period at the Naval Station, San Diego, with National Steel and Shipbuilding Company, builders of the ship, doing the majority of the work. During this availability the ship was drydocked from 19 June to 5 July at which time the underwater hull was preserved and structural modifications were made to the bow to strengthen it, a design deficiency discovered in the 1179 Class LST.

The second major section of the year's history could be called preparation for and participation in deployment to WESTPAC. Preparations for the deployment first began in mid-July, shortly after FRESNO's period in drydock. The ship commenced three weeks of amphibious refresher training, on 17 July 1972 at which time the ship was exercised at various

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evolutions as a learning experience for both the officers and crew. The three weeks of training included ship-to-shore boat control exercises, cargo handling, beaching and retracting, launch and control of LVT's, and was culminated by a final pre-dawn Amphibious problem, for which the ship received a grade of excellent.

Also, during the training period a camera crew was aboard and FRESNO became the subject of a U. S. Navy Training film on Class 1179 LST bow ramp operations.

From 21-25 August 1972 FRESNO participated in PHIBLEX 4-72, a large scale Amphibious exercise off the coast of Southern California utilizing joint U. S. Navy and U. S. Marine Corps assets. Due to unfavorable weather the exercise was not fully completed, FRESNO being unable to complete a causeway marriage and offload as planned. During this period FRESNO was evaluated in an Operational Readiness Inspection to determine the ship's preparedness for the upcoming WESTPAC deployment. The ship received a grade of Satisfactory based on a Sat/Unsat evaluation criteria.

The entire month of September was spent in port San Diego in preparation for the upcoming WESTPAC deployment. During this period the ship began taking on provisions and fuel to full capacity, the officers and crew were briefed by various personnel on many topics in preparation for the deployment, and all necessary repairs for the voyage were completed. On 28 September the ship loaded a detachment of Marines, destined for Pearl Harbor, and loaded two LCM-8's on the flight deck and side-loaded 4 causeway sections for delivery to Subic Bay, Republic of the Philippines.

On 29 September three SECNAV guests boarded the ship for the transit to Pearl Harbor and FRESNO deployed to WESTPAC on 30 September.

FRESNO arrived in Pearl Harbor on 6 October, after participating in CONVEX 2-72 during the transit to Pearl Harbor. During the exercise FRESNO, along with USS TULARE (LKA-112), USS ODGEN (LPD-5), and USS RACINE (LST-1191), exercised at various merchant convoy tactics. On October 4 FRESNO refueled USS ESTEEM (MSO-438) while underway. Upon arrival in Pearl Harbor the Marine detachment was offloaded, the SECNAV guests departed, and voyage repairs were completed on the ship's Mogas system.

On 9 October FRESNO sailed independently for Subic Bay, Philippines. During the transit various training evolutions were conducted. The ship arrived in Subic Bay on 21 October and began loading vehicles for Okinawa on the 22nd, after

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offloading material originally destined for Subic Bay. On 25 October the ship was underway for Okinawa, Japan to deliver vehicles and pick up LVTP-5's for our Amphibious Ready Group operations. The Amphibious Ready Group, or ARG, is a task group of U.S. Naval Ships, with embarked Marines, in an on-call status as a quick-reaction force should the requirement develop to land Marines ashore on short notice. FRESNO arrived in Okinawa on 28 October and commenced offload and backload of Marine units. While FRESNO WAS anchored at ORA-Wan Bay, Okinawa, Japan she experienced extreme difficulty in loading LVT's by the stern gate due to the 8-12 foot seas which were present. As a result, the loading evolution which normally takes roughly 4 hours took two days to accomplish. Upon completion the ship got underway for Subic Bay for a short period of upkeep and voyage repairs. Upon arrival in Subic on 2 November FRESNO participated in ZAMEX 5-72, a joint Marine-Navy landing exercise designed to test the operational effectiveness of the Amphibious Ready Group and the ability of the individual units to work collectively as a functional team.

On 3 November all Marines and vehicles were offloaded in Subic Bay and FRESNO departed Subic on 5 November on Project Enhance Plus with USS RACINE (LST-1191), which transferred 31 LVTP-5's to the South Vietnamese Marine Corps. The LVT's were picked up in Okinawa on 8 November and RACINE and FRESNO then proceeded to Saigon, RVN, and delivered the LVT's to the MSC Facility at Newport, RVN. This was a significant event in that it was the first time an 1179 Class LST had transited the Nha-Be River to Saigon. On 13 November FRESNO and RACINE were underway for Subic. From 15-19 November FRESNO was inport Subic, undertaking minor repair work at that time. During this period FRESNO also embarked four Vietnamese Naval officers for a extended orientation and indoctrination tour. During their stay they observed many shipboard evolutions and were able to gain first-hand knowledge of how the U. S. Navy operates.

On 20 November FRESNO was underway with Amphibious Ready Group BRAVO to the Gulf of Tonkin. While in the Gulf of Tonkin the task group conducted various training evolutions while exercising in their staging area roughly 20 miles seaward of the South Vietnamese coast between Danang and the Demilitarized Zone. Operations ceased on 30 November and the task group steamed for Okinawa. On the night of 30 November FRESNO was detached to proceed independently for storm evasion. She arrived in Okinawa on 3 December and remained there until 5 December at which time FRESNO got underway for Kaohsiung, Taiwan for the first port visit of the cruise. The ship was in Kaohsiung from 7-10 December, at which time the crew enjoyed the sights of Taiwan while the ship played host to a group of Chinese Marines for familiarization tours and indoctrination by Marine Corps personnel into the operation of LVTP-5's.

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FRESNO got underway for Subic on 11 December, and remained inport there until 19 December. On 17-18 December FRESNO participated in ZAMEX 66-72, another training exercise for the Navy-Marine Corps team. On 19 December FRESNO was enroute to Singapore for her second port visit. This trip generated much interest from the crew as the schedule called for FRESNO to cross the equator enroute, allowing all Slimy Polywogs to be initiated into the mysterious world of Neptunus Rex. FRESNO crossed the Equator on 22 December and arrived in Singapore on 23 December, spending Christmas and departing for the Gulf of Tonkin on 28 December.

Major problems encountered by the FRESNO during 1972 were engineering in nature, many apparent design-related deficiencies were found and for the most part corrected during the course of the year. Many of these problems prevented FRESNO from getting underway at all, and as a result the majority of her history took place in the latter part of calendar year 1972.

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1973 Command History of USS FRESNO (LST-1182)

1. Command Organization - During the year 1973 the command of USS FRESNO rested with two individuals. The first, Commander Paul C. Matthews Jr., USN commanded FRESNO from September 1971 through August 1973. On 27 August 1973 he was relieved by Commander Robert E. Mumford, Jr., USN. Enclosure (1) is a sample of the Change of Command program showing all pertinent biographical data of both Commanding Officers. There were no changes to the command organization, home-port, or missions in 1973.

2. Summary of Operations - The history for USS FRESNO for 1973 can be broken into three periods. The first was the remainder of FRESNO's 1972-1973 WESTPAC deployment. The second period was the post-deployment standdown period and the readiness improvement period, that all ships of the Pacific Fleet went through after the conclusion of hostilities in Vietnam. Also, during this period the ship made preparations for the upcoming yard period scheduled to begin in November of 1973. The third period was the ship's first yard overhaul, held in Todd Shipyard, Seattle, Washington, under the cognizance of the Supervisor of Shipbuilding, Conversion, and Repair, Thirteenth Naval District.

The New Year found FRESNO participating in Amphibious Ready Group Operations as a unit of Task Group 76.5 in the Gulf of Tonkin with units from Battalion Landing Team 1/9 embarked. 48 Vietnamese Marines came aboard for two days of familiarization and training in Amphibious Tractor (LVT) operations by embarked Marines on 2 January. On 4 January the ship participated in a vertical replenishment with the USS SAN JOSE (AFS-7). In the middle of this evolution the task group of which FRESNO was a part was detached to participate in a Search and Rescue mission for the crew of a B-52 downed by a North Vietnamese missile. One of the crew of the plane was recovered by helicopters from the USS INCHON (LPH-11), a member of the task group.

On 7 January FRESNO sailed to Subic Bay, Philippines, where the embarked Marines were offloaded for field training and the ship participated in an availability with the Ship Repair Facility, Subic. During this period FRESNO's main engine, number 2A had many repairs accomplished on it, however it remained inoperative-having been out of commission since 2 December 1972.

On 20 January the Amphibious Ready Group again sailed for the Gulf of Tonkin, and on arrival commenced waterborne LVT training for 50 Vietnamese Marines airlifted to the ship. On the morning of 26 January an underway re-

plenishment was held with the USS MARIAS (AO-57), upon completion the ship returned to her LVT training. During the afternoon training the entire evolution came to a halt when notification was received of the signing of the Vietnamese Peace Treaty. The 50 Vietnamese Marines, along with 4 Vietnamese Naval Officers who had been embarked for an Orientation and Indoctrination cruise in November of 1972 were hurriedly airlifted off the ship and FRESNO sailed for OKINAWA to offload embarked Marine units.

FRESNO arrived in OKINAWA, offloaded, and was immediately enroute to Subic Bay to pick up fuel and more Marines. Arriving on 2 February, the ship immediately beached at the lower Marine Amphibious Unit Camp and loaded elements of surface configured Marine Amphibious Unit with units of Battalion Landing Team 3/4 embarking. Since all Amphibious Force ships which had helicopters embarked were involved in Operation Endsweep, the minesweeping of North Vietnamese harbors, it became necessary to form an Amphibious Task Group capable of conducting an entire waterborne amphibious assault. During this period with SRF Subic assistance, repairs were completed to 2A main engine on 4 February.

On 4 February FRESNO sailed for the Gulf of Tonkin with the new Amphibious Ready Group, Task Group 76.4, composed of USS SAN BERNARDINO (LST 1189), USS RACINE (LST-1192), USS MONTICELLO (LSD-35), USS TULARE (LKA-112), and FRESNO. FRESNO was detached from the Task Group on 7 February to enter DaNang Harbor, South Vietnam, to pick up mail for all ships of the group with their embarked Marines. Upon her return highline transfers were held with each of the ships of the Task Group to distribute the mail received. On two occasions the Task Force replenished with fuel from the USS PASSUMPSIC (AO-107). FRESNO headed for Subic Bay once again on 15 February, spending two short days there before steaming to Keelung, Taiwan for a liberty visit, remaining there until 25 February.

The ship returned to Subic Bay and upon arrival on 28 February participated in exercise Zamex 1-73, a Navy-Marine Corps amphibious training exercise staged in the Zambales training area of Subic Bay. On 2 March the ship commenced another upkeep period with SRF Subic. During this period many pieces of inoperative shipboard equipment were repaired to bring the FRESNO back to a high level of operational readiness.

On 13 March the ship sailed for Hong Kong and the crew received a thorough briefing on what to expect while visiting, particularly emphasizing the danger of drug usage. The briefings had a positive effect on the crew as there were no drug-related and very few discipline problems during the 5-day stay. Upon completion of the port visit FRESNO

sailed for OKINAWA to offload embarked Marine units and onload units of Battalion Landing Team 2/4 of the Marine Corps destined for participation in Operation Golden Dragon-73. This was a joint United States-South Korean amphibious exercise utilizing Navy, Marine Corps, and Air Force assets. On 1 April the ship sailed for the Sea of Japan, the staging area for Operation Golden Dragon-73, making an "opposed" transit with anti-submarine screening provided by U.S. Naval destroyers. The entire operation was conducted at Sing Yong Ri and Yang Po Ri, South Korea and was a resounding success with all participants gaining valuable experience in the operation of a full scale amphibious assault.

On 10 April the ship returned to OKINAWA, rapidly offloading all embarked Marines and their equipment before heading to Subic Bay to pick up a load of cargo for transportation back to the continental United States. On 14 April FRESNO sailed for the U.S. in the company of USS SAN BERNARDINO (LST-1189) conducting numerous inspections and frequent underway training enroute. FRESNO arrived in San Diego on 29 April to end her seven month deployment to the Western Pacific and commence a 30 day leave/upkeep period. The ship also began her Readiness Improvement Period, a program recently implemented in the Pacific Fleet for ships returning from deployment. This program is designed to improve material readiness markedly, which had in many cases deteriorated during the high tempo operations of the Vietnam era. The ship also began preparations for the upcoming Board of Inspection Survey, (INSURV) inspection prior to the ship's overhaul period, and a proposed schedule of events was submitted to the Sub Board of Inspection and Survey, Pacific (SUBINSURVPAC) on 25 May.

During the next few weeks the ship conducted general training and maintenance with the expressed goal of improving overall maintenance and readiness. The ship prepared all necessary documentation to assist the INSURV board in the material inspection of FRESNO. The results of this inspection were vital to the ship as they determine to a great extent how much work will be accomplished in a yard overhaul period.

On 25 June the inspection team of SUBINSURVPAC arrived to conduct the inspection. It was completed on 28 June, and a final briefing was held on that date to present the findings of the board. Vice Admiral Salzer, Commander Amphibious Forces, United States Pacific Fleet, and Commodore Christoph, Commander Amphibious Squadron THREE, were present, as were many other interested persons, including many Commanding Officers of other 1179-class LST's scheduled for a ship overhaul in the near future.

On 12 July FRESNO received a Readiness Improvement assist visit from Captain (b) [REDACTED] of the staff of COMPHIBGRUEASTPAC. He investigated the ship's Readiness Improvement Program and found that satisfactory progress was being made. On 30 July



FRESNO got underway for the first time since her return from WESTPAC in April. The ship experienced many small material problems upon leaving port, which is not uncommon after an extended in port period, but these were rapidly corrected. The ship exercised at general drills and General Quarters while enroute to Camp Pendleton, California for LVT training with Marines. The ship had the opportunity to work for the first time with the newer LVTP-7, utilizing 15 of them for two days of training. In between the evolutions of LVT training the ship night steamed to make final adjustments to the engineering plant. 2 August found FRESNO holding a surface gunshoot and the following day she returned to port.

The following week found the ship in port for the entire period, embarking 23 Midshipmen from various ROTC units for their 4 week summer cruise. The week of 20 August the ship was underway again, this time with the prospective Commanding Officer, Commander Robert E. Mumford, Jr., USN, aboard to observe the week's evolutions. The ship exercised at general drills, qualified in Shore Bombardment at San Clemente Island, California, held helicopter operations including helo fueling and crash drills, and trained with LVT's at Camp Pendleton prior to returning to port the afternoon of 23 August to make preparations for the upcoming Change-of-Command. On 27 August the Change-of-Command Ceremony was held aboard the ship on the flight deck. Visiting dignitaries included Commander Amphibious Squadron THREE and the Commanding Officers of most other ships of Amphibious Squadron THREE.

The ship remained in port for the next few weeks with the new Commanding Officer getting acclimated to his command and the ship participating in a repair availability with the Naval Development and Training Center, San Diego. The ship next got underway on 17 September for burial at sea of the remains of two individuals. The first was Major Alexander I. Primeaux, USA, retired. The second burial of GM1 Jack R. Currie, USN, was attended by his wife and parents. Upon completion of the ceremony the ship returned to San Diego Bay and the guests aboard for the ceremony departed the ship. The ship headed back out to sea, participating in general drills the following day with surface gunshoot the day after that. On 20 September the ship arrived at Coronado, California and conducted causeway operations for the entire day, returning to port the next morning.

The following week the ship was underway again for the SOCAL operating areas to conduct general training. On 24 September the ship conducted helo operations, general drills and on the following day, an exercise underway replenishment with the USS WICHITA (AOR-1). Beaching exercises were held at Coronado on 27 September, followed by an afternoon AAW gunshoot. The following day the ship returned to San Diego.

The week of 1 October found the ship once again underway, the first stop being at Avalon Bay, Santa Catalina Island, California, where the top 10% of the crew (in performance) went on evening liberty. On 2 October the ship arrived at the fuel piers at San Pedro, California and offloaded excess fuel in preparation for the future yard overhaul. Immediately upon completion of the fuel offload the ship headed to Naval Ammunition Depot, Seal Beach, California and on 3 October all ammunition was offloaded. The ship beached at Coronado the following morning, and returned to port that evening. The better portion of that day was spent in making preparations for a dependents/guest cruise the following day. That evening approximately 150 guests from the City and County of Fresno arrived in anticipation of the guest cruise the following day, and were transported off to their lodging with approximately 40 of the men spending the night on board.

The morning of 5 October found the population of the FRESNO swelled by approximately 175 dependents, guests of FRESNO and the 150 civilians from the city of FRESNO. The ship got underway for demonstrations in the Southern California operating areas with many evolutions scheduled to display the capabilities of the 1179 class LST. These included LVT operations, helicopter firefighting, surface gunnery, beaching, bow ramp operations, vehicle offloading, anchoring, and mooring. The guests thoroughly enjoyed the day, there was much positive feedback and many indicated a desire for another cruise at the first opportunity.

The next major evolution for the ship was a 3-M inspection by the COMPHIBPAC inspection team on 15 October, taking 3 days to complete. On 24 October the ship offloaded MOGAS pierside in San Diego as one of the final preparations for the overhaul. On 25 October the ship received instructions to increase their level of readiness to Defense Condition Three. This was as a result of the rising level of fighting in the Mideast area, and the ship was required to make a number of preparations in the event that hostilities increased and it became necessary to go to another Defense Condition. Tensions eased and the ship returned to DEFCON Five on 27 October.

On 31 October the ship commenced loading privately owned vehicles for the transit to the overhaul site at Todd Shipyard, Seattle, Washington. On 1 November nine dependents, including one child 20 months in age, boarded the ship for transportation to the overhaul site, prior permission having been granted by the Chief of Naval Operations for the embarkation of females and child for an overnight cruise in a United States Naval Vessel.

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On 5 November the FRESNO entered Puget Sound enroute to Todd Shipyards. The ship stopped at the Manchester, Washington Navy Fuel Facility to offload all fuel possible prior to entering the overhaul. That afternoon the ship arrived at Todd Shipyards, Harbor Island, Seattle Washington to commence its regular overhaul under the cognizance of Supervisor of Shipbuilding, Conversion, and Repair, Thirteenth Naval District. The ship has remained in overhaul at this location through the end of 1973.

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Results							
<b>UNIT AWARDS FOR FRESNO LST 1182</b> 6 Unit Awards were found.							
<p>"Cited unit" is the overall organization submitted for a unit award. A cited unit can be a single ship or command, or it can be comprised of many "participating" units. For example, a battle group contains many ships, squadrons and other units. If an individual command shows as having received a unit award, with a different organization (such as a battle group) listed under "Cited Unit", it was part of that larger organization that received a unit award.</p> <p>If the recommended award column (Recmd Award) contains a dashed line, the award entry was likely made prior to March 2004, when the new awards database (NDAWS) was put on line. In these cases, we will not be able to identify the Recommended Award level.</p> <p>If approved award block (Appr Award) is blank, award is still in process and has not had the final adjudication entered into the database.</p> <p>Unit awards go through a rigorous approval process, and it is possible that the approved award level (Appr Award) may be different from the recommended award level (Recmd Award). The approved award level is the final adjudication of that award.</p>							
▲ Cited Unit	▼ Merit Start	▼ Merit End	Merit Mons/Days	▼ Recmd Award	▼ Appr Award	▼ Campaign	▼ Award Remarks
FRESNO LST 1182	06-Feb-1971	07-Mar-1971	2/30	-	VS	-	-
FRESNO LST 1182	22-Apr-1971	24-Apr-1971	1/3	-	VS	-	-
FRESNO LST 1182	01-Jan-1973	08-Jan-1973	1/8	-	VS	-	-
FRESNO LST 1182	22-Jan-1973	27-Jan-1973	1/6	-	VS	-	-
FRESNO LST 1182	05-Feb-1973	15-Feb-1973	1/11	-	VS	-	-
FRESNO LST 1182	01-Jul-1974	01-Apr-1976	22/641	-	NE	-	-